

1999 at 9:00 a.m. for a hearing on the State of Federalism.

The PRESIDING OFFICER. Without objection, it is so ordered.

COMMITTEE ON INDIAN AFFAIRS

Mr. LOTT. Mr. President, I ask unanimous consent that the Senate Committee on Indian Affairs be authorized to meet during the session of the Senate Wednesday May 5, 1999 at 9:30 a.m. to conduct an Oversight Hearing on Tribal Priority Allocations. The Hearing will be held in room 485 of the Russell Senate Office Building.

The PRESIDING OFFICER. Without objection, it is so ordered.

COMMITTEE ON THE JUDICIARY

Mr. LOTT. Mr. President, I ask unanimous consent that the Committee on the Judiciary be authorized to meet during the session of the Senate on Wednesday, May 5, 1999, at 9:30 a.m. in room 226 of the Senate Dirksen Office Building to hold a hearing on: "Department of Justice Oversight."

The PRESIDING OFFICER. Without objection, it is so ordered.

SELECT COMMITTEE ON INTELLIGENCE

Mr. LOTT. Mr. President, I ask unanimous consent that the Select Committee on Intelligence be authorized to meet during the session of the Senate on Wednesday, May 5, 1999, at 3:00 p.m. to hold a closed markup.

The PRESIDING OFFICER. Without objection, it is so ordered.

SUBCOMMITTEE ON FINANCIAL INSTITUTIONS

Mr. LOTT. Mr. President, I ask unanimous consent that the Subcommittee on Financial Institutions of the Committee on Banking, Housing, and Urban Affairs be authorized to meet during the session of the Senate on Wednesday, May 5, 1999, to conduct a hearing on "The Financial Institutions Insolvency Improvement Act of 1999."

The PRESIDING OFFICER. Without objection, it is so ordered.

SUBCOMMITTEE ON SEAPOWER

Mr. LOTT. Mr. President, I ask unanimous consent that the Subcommittee on Seapower be authorized to meet on Wednesday, May 5, 1999, at 3:00 p.m., in closed session, to receive testimony on Submarine Warfare in the 21st century.

The PRESIDING OFFICER. Without objection, it is so ordered.

ADDITIONAL STATEMENTS

MARITIME ADMINISTRATION AUTHORIZATION ACT

• Mr. HOLLINGS. Mr. President, it is with pleasure that I join Chairman MCCAIN and Senators HUTCHISON and INOUE to introduce the Maritime Administration Authorization Act for Fiscal Year 2000. This legislation is critical for the continuation of a modern commercial fleet owned and operated by U.S. citizens and crewed by American seafarers. It also ensures America's economic competitiveness and national security.

The Maritime Administration (MARAD) reauthorization continues

very important programs, and is a much broader piece of legislation than in past years. For example, it provides the funding for the Title XI Loan Guarantee Program, a truly national and international program. Title XI ship-owners, their operation and their supplier base, cover almost every state in this country. Title XI has been vital in assisting our shipyards in competing internationally. U.S. shipyards are attracting foreign interests and winning orders for many vessel types. The bill also contains technical amendments to the Title XI program which will save time and money for both the Government and those applying for a loan guarantee. It also provides the funds for the operation of the U.S. Merchant Marine Academy at Kings Point, New York and continuing assistance to six State maritime academies. These students are the future of country and our merchant marine.

This bill also recognizes the importance of the merchant marine to our national security by its support for the recently-enacted Maritime Security Program (MSP), a modern commercial fleet available to provide critical support to the Department of Defense during war or national emergency. This year's reauthorization also contains provisions which aim to strengthen our U.S.-flag fleet through a much needed infusion of new tonnage by eliminating the three-year wait that a newly-registered bulk or breakbulk vessel must currently wait to carry preference cargo. This opportunity, which would end in one year or upon enactment of the OECD Shipbuilding Agreement, would not just improve the vessel profile of this fleet, but also add U.S. jobs. Vessels allowed to enter the preference trade would be required to perform shipyard repairs and other work necessary to bring them up to U.S.-flag standards in our own U.S. shipyards.

Funding is also provided for two new programs, enacted by the last Congress. Under the American Fisheries Act, MARAD will determine compliance with citizenship standards for certain fishing vessels, assisting in proper management and conservation of an important natural resource of our country. The agency is also developing a uniform process for the administrative waiver of the U.S.-built requirement for participation in the Jones Act trade for certain small passenger vessels, so that specific legislation need not be sought each time such a waiver is needed.

Mr. President, MARAD's FY 2000 budget recognizes the importance of seafaring readiness and a strong U.S.-flag fleet. It acknowledges the need for a healthy shipbuilding industry and also provides for the education of our youth. I urge my colleagues to support this legislation. •

1999 NEW MEXICO HIGH SCHOOL SUPERCOMPUTING CHALLENGE

• Mr. DOMENICI. Mr. President, it is with great pride that I rise today to

recognize the contestants of the 1999 New Mexico High School Supercomputing Challenge, an impressive group of young people from my home state of New Mexico. I want to extend a special congratulations to the five Albuquerque Academy students who won this intellectually demanding contest. In addition to their normal school work and other extra curricular activities, these students—Tom Widland, Kevin Oishi, Alex Feuchter, Ryan Davies and Ryan Duryea—diligently worked on their project for nearly a year to compete in this competition.

For the past 9 years, High school students from around the state have competed against each other in the Supercomputing Challenge. The student's projects are done on high-speed supercomputers at the Los Alamos National Laboratory with the winners of the competition receiving an award, a \$1,000 savings bond, a plaque, several boxes of software, and a computer for their schools.

In light of recent events in the news, it has been easy for us to focus our attention on the problems seriously troubling our Nation's youth. That is why, now, more than ever, I believe it is essential that we encourage our kids by recognizing and praising their outstanding accomplishments. These young Americans exemplify the character our Nation was founded on and set a positive example for their peers to follow.

The participants of the 1999 New Mexico High School Supercomputing Challenge, deserve to be recognized, and I am proud to salute them on this worthy accomplishment. •

STADIUM FINANCING AND FRANCHISE RELOCATION ACT

• Mr. BIDEN. Mr. President, I am pleased to join Senator SPECTER today in introducing legislation that will create a fund to finance the building and renovation of stadiums and ballparks for major league baseball and professional football sports leagues across America. For too long, baseball and football teams have threatened to move if state and local governments do not ante up the money to renovate or build new, publicly financed stadiums for the home teams. The scene is, by now, a familiar one: multi-millionaire team owners demand new, taxpayer-funded state-of-the-art stadiums, so that they and their players can make even more money for themselves—at taxpayer expense, of course. The taxpayers are impaled on the horns of a dilemma: either pony up or risk losing the team.

This bill will strike an equitable arrangement between teams and local governments to share the costs of stadium renovation and construction—ensuring that professional sports teams put up their fair share. The way the bill would accomplish this is straightforward. Team owners owe much of their wealth to revenue from network